UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED
   DATE: 24-APR-2021  TIME: 1900 HOURS
   OCCURRED
   STRUCTURAL DAMAGE
   CRANE
   OTHER LIFTING
   DAMAGED/DISABLED SAFETY SYS.
   INCIDENT >$25K
   H2S/15MIN./20PPM
   REQUIRED MUSTER
   SHUTDOWN FROM GAS RELEASE
   OTHER

2. OPERATOR: Cantium, LLC
   REPRESENTATIVE:
   TELEPHONE:
   CONTRACTOR: Alliance Offshore, LLC
   REPRESENTATIVE:
   TELEPHONE:

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR
   ON SITE AT TIME OF INCIDENT:

4. LEASE: 00374
   AREA: MP  LATITUDE:
   BLOCK: 41  LONGITUDE:

5. PLATFORM: CA
   RIG NAME: * LIFT BOAT

6. ACTIVITY: EXPLORATION (POE)
   DEVELOPMENT/PRODUCTION (DOCD/POD)

7. TYPE:
   INJURIES:
   HISTORIC INJURY
   REQUIRED EVACUATION  OPERATOR  CONTRACTOR
   LTA (1-3 days) 0 1
   LTA (>3 days) 0 1
   RW/JT (1-3 days)
   RW/JT (>3 days)
   PATALITY
   Other Injury
   POLLUTION
   FIRE
   EXPLOSION
   LWC
   HISTORIC BLOWOUT
   UNDERGROUND
   SURFACE
   DEVERTER
   SURFACE EQUIPMENT FAILURE OR PROCEDURES
   COLLISION
   HISTORIC
   >$25K
   <=$25K

8. OPERATION:
   PRODUCTION
   DRILLING
   WORKOVER
   COMPLETION
   HELICOPTER
   MOTOR VESSEL
   PIPELINE SEGMENT NO.
   OTHER
   Abandment

9. CAUSE:
   EQUIPMENT FAILURE
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

10. WATER DEPTH: 39 FT.
11. DISTANCE FROM SHORE: 10 MI.
12. WIND DIRECTION:
    SPEED: M.P.H.
13. CURRENT DIRECTION:
    SPEED: M.P.H.
14. SEA STATE: FT.
15. PICTURES TAKEN:
16. STATEMENT TAKEN:

For Public Release

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EV2010R
26-JUL-2021
INCIDENT SUMMARY:

On 24 April 2021 at approximately 1900 hrs, an injury occurred at MP 41-CA, an unmanned production platform owned and operated by Cantium, LLC (Cantium). The Injured Person (IP) was employed by Alliance Energy Services, LLC (AES) who was contracted by Cantium to perform removal of the Dry Hole Tree (DHT) on Well CA-30. The Liftboat 'Charleston', owned and operated by Alliance Offshore, was on location for the removal of the DHT. The Liftboat crane's load line was attached to a sling on the casing head of the well with a 30 ft, 3/4 in cable rated for 4.1 tons, to begin pulling pipe from the well. Due to the sea state rising, the Liftboat needed to be raised to avoid the seas hitting the bottom of the boat. A “Toolbox Talk” which is an informal group discussion that focuses on a safety issue, was held with all personnel on deck to discuss raising the Liftboat. While the Liftboat was being adjusted, the sling attached to the DHT failed and parted, striking the IP slightly above his right elbow. The IP was flown to Terrebonne General Medical Center in Houma, Louisiana for further evaluation and treatment beyond first aid.

SEQUENCE OF EVENTS:

On 24 April 2021 at around 1900 hours, the crane from the Liftboat Charleston was attached to the DHT of Well CA-30 on the MP 41-CA platform. Due to sea state rising, the Crane Operator notified the AES Supervisor that they needed to let slack out of the load line and jack up the Liftboat due to seas hitting the bottom of the boat. After a Toolbox Talk with all personnel on deck, the IP and an AES helper stayed on the platform to disconnect the chains that were securing the walkway to the platform. The Crane Operator then slacked off an estimated 4 ft of the load line attached to the sling which was still connected to the DHT. Next, the Crane Operator got out of the crane and assisted the AES Supervisor with disconnecting the chains attached to the walkway of the Liftboat to the platform. Once completed, the Crane Operator notified the Liftboat's Mate to begin jacking up the boat to the Crane Operator’s desired height. While trying to secure the walkway from the Liftboat to the platform they noticed that the Liftboat needed to jack up a couple more inches. At this time the IP removed the chain securing the walkway to the platform and stood next to the CA-30 wellhead. The crane operator then notified the Liftboat’s Mate to jack up the boat. As the Liftboat lifted, the slings that were attached to the crane and the DHT gave way striking the IP in the arm leaving an approximate 3 in laceration above his right elbow and triceps. The incident was reported to the Bureau of Safety and Environmental Enforcement (BSEE) New Orleans District (NOD) on 26 April 2021 at 0801 hrs.

BSEE INVESTIGATION:

On 26 April 2021 at 0801 hours, an AI with the BSEE NOD received notification of an injury that required evacuation from Cantium’s MP 41-CA facility. The AI contacted two BSEE Inspectors that were already in transit to MP 41-CA for an annual inspection so they can gather information and documents related to the incident. Inspectors gathered Job Safety Analysis (JSA), witness statements, photos, incident report, crane credentials, annual crane inspection, and crane pre-use inspection. The damaged sling was not available for inspection when the Inspectors arrived so they could determine if the tag was expired or if the condition was unsatisfactory.

On 7 May 2021, the BSEE AI contacted the Quality, Health, Safety and Environment (QHSE) Manager for AES to gather more details on the status of the IP. The AI received information that the IP’s injuries resulted in a Lost Time Accident (LTA) > 3 days. The Root Cause Analysis (RCA), photographs, and JSA’s were received by the BSEE AI from both AES and Cantium. It was discovered from the photographs and information...
provided that the sling got caught on one of the hanger pins located on the DHT when the boat was being raised.

CONCLUSIONS:

The slings used were still attached to the DHT while the change in elevation took place with no one watching the live end of the load. When the liftboat was being raised, one of the slings got caught on a tubing hanger pin causing the sling to exceed its capacity and break.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

- Equipment Failure – Capacity of sling exceeded the force exerted.
- Human Performance Error – Not aware of hazards associated with making changes to the Liftboat's elevation while the crane was still connected to the lift.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

N/A

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

| Sling               | NATURE OF DAMAGE: Broken sling |

ESTIMATED AMOUNT (TOTAL): $300

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE New Orleans District has no recommendations for the Office of Incident Investigations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:
25. DATE OF ONSITE INVESTIGATION: 26-APR-2021

26. INVESTIGATION TEAM MEMBERS:
   Nathan Bradley - Accident Investigator
   / Jason Bowens - Production Inspector
   / Michael Baham - Production Inspector

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION PANEL FORMED: NO
   OCS REPORT:

30. DISTRICT SUPERVISOR:
   David Trocquet

APPROVED DATE: 21-JUL-2021